

## Sacramento Mather Airport

### Airport Address

10425 Norden Avenue  
Mather, CA 95655

### Air Cargo Contact

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### Caltrans Contacts

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Primarily focused on air cargo, Sacramento Mather Airport (MHR) is home to one of the longest runways in California. Located 15 minutes (12 miles) east of downtown Sacramento, MHR is owned and operated by Sacramento County, Department of Airports [along with Sacramento International Airport, Executive Airport (operated via lease with the City of Sacramento), and Franklin Field Airport]. Positioned close to US 50, MHR provides convenient access to northern and central California as well as out-of-state markets.

### OPERATIONS

The Mather control tower is staffed from 3 a.m. to 11:30 p.m. Tuesday through Friday and 5 a.m. to 9:30 p.m. Saturday through Monday.

### FACILITIES AND SERVICES

- In 1995, the former military base became a 2,254 acre (approximately) cargo and general aviation airport.
- MHR has two parallel commercial runways, the longer of which is 11,300 feet. There are 43 acres of air cargo ramp.
- Mather features spacious facilities, including cargo, warehouse, office space, and over 250,000 square feet of enclosed hangar space. Over 800 acres are available for industrial development.
- No customs landing rights exist at MHR.
- MHR is uniquely situated with nearby access to diverse multimodal facilities such as an international airport, transcontinental rail yard, intra- and inter-state highways and a deep-water seaport.



### AIRPORT TRADE CHARACTERISTICS

- United Parcel Service (UPS) is the major cargo carrier currently serving MHR.
- California National Guard, Embry Riddle Aeronautical University, and technical and aircraft maintenance facilities are also located at or near the airport.

### SURFACE TRANSPORTATION NETWORK TRUCKING

#### Primary North-South Routes

- I-5 and SR 99

#### Primary East-West Routes

- US 50

US 50 changes from a Surface Transportation Assistance Act (STAA) route to part of the California Legal Network east of Sly Park Road at Pollock Pines (post mile 31.3).

The average daily truck traffic volumes in the Sacramento region reach between 10,000 and 19,999.

## SEAPORTS AND RAIL LINE ACCESS

- To the west, just beyond downtown Sacramento is the deepwater Port of West Sacramento.
- Both Union Pacific (UP) and BNSF Railway provide transcontinental rail service near MHR.
- Short line railroads are also in the vicinity.

## PLANNED PROJECTS

- Upgrade of Instrument Landing System from Category (CAT) I to CAT IIIb to improve access during extremely low visibility/ceiling conditions.
- Sort and warehouse facilities, maintenance facility, administration and operations building, and freight warehouse space.
- Infrastructure projects such as adding hangars and replacing old utility infrastructure.
- Development of land-side multimodal access infrastructure.

## OTHER AIRPORT FACTS

- MHR transported over 58,810 tons of cargo in CY 2015.
- The Federal Aviation Administration's Northern California Terminal Radar Control (TRACON) facility is located at Mather.
- New residential development around MHR is conditioned to make it compatible with current and future airport operations.
- In September 2012, airport ownership was transferred to Sacramento County from the U.S. Air Force.

## CONSTRAINTS AND ISSUES

- Communities are concerned enough about nighttime air cargo operations that voluntary nighttime noise abatement procedures have been adopted.

## CALTRANS FOCUS AREAS

- Land use compatibility.
- Implement ways to alleviate highway bottlenecks along truck routes.

## TRANSPORTATION PLANNING PARTNERS

Port of West Sacramento:

[http://www.cityofwestsacramento.org/city/depts/cm/port\\_of\\_west\\_sacramento/](http://www.cityofwestsacramento.org/city/depts/cm/port_of_west_sacramento/)

Sacramento Area Council of Governments (SACOG):

<http://www.sacog.org/>

Sacramento Metropolitan Air Quality Management District (SMAQMD), <http://www.airquality.org/>

## SOURCES

Air Cargo Mode Choice and Demand Study (2010), prepared for Caltrans by TranSystems:

[http://www.dot.ca.gov/hq/tpp/offices/ogm/key\\_reports\\_files/Air\\_Cargo\\_Mode\\_Choice\\_&Demand\\_Study\\_080210.pdf](http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/Air_Cargo_Mode_Choice_&Demand_Study_080210.pdf)

Air Cargo World: <http://www.aircargoworld.com>

California Air Cargo Groundside Needs Study (2013), prepared for Caltrans by System Metrics Group, Incorporated:

[http://www.dot.ca.gov/hq/tpp/offices/ogm/air\\_cargo/PartI\\_Air\\_Crgo\\_Grd\\_Side\\_Needs\\_Stdy\\_Fnl\\_2013\\_October\\_21.docx](http://www.dot.ca.gov/hq/tpp/offices/ogm/air_cargo/PartI_Air_Crgo_Grd_Side_Needs_Stdy_Fnl_2013_October_21.docx)

California Freight Mobility Plan (2014), Caltrans:

<http://www.dot.ca.gov/hq/tpp/offices/ogm/cfmp.html>

District 3 Goods Movement Study (2015), Caltrans:

<http://www.dot.ca.gov/dist3/departments/planning/Systemplanning/gmstudy/CaltransD3GoodsMovementStudyFinalReport2015.pdf>

Mather Airport: <http://www.sacramento.aero/mhr/>